7 fLIGHT International, 7 January (978

Sensor

New York will have daily British
Airways Concorde services by January 31. The daily Washington service has been reduced to two <i week. Air France is planniwg twice-dailies to New York from Paris within eight months. British Airways plans to do twice-dailies to New York ultimately, but is hoping to introduce the Braniff inter-change to Texas from Washington next spring.

Compensation for aircraft modifica-
tions is turning more on whether an aircraft type certificate is

actually withdrawn bi/ the authori-ties, and mot just on whether the aircraft is grounded for mods. Warranties are heavily qualified in all contracts, covering repairs in tftfr first or second years; the cost after that WtBy be shared pro rata up to 20,000hr. Some contracts pro-vide for labour, but no contract yet signed provides for lost airline
revenue.

The International Air Transport
Association is reviewing its glossary of standard ATC communications terms. The Icao glossary is now years out of date, having been written "before radar."

Many of Europe's 28 airworthy
North American Harvards will take part in a two-day meet at RAF Bassingbourne next May. The next Greenhorn Common Air Tattoo (June 23-24, 1979) will mark a quarter-century of Lockheed

Hercules service. It is hoped that participating C-130 operators will
be able to bring aircraft from their national museums. There will be a Hercules operators' symposium at RAF Lyneham to coincide with the tattoo.

The airworthiness and safety divi-sions of the UK Civil Aviation AutKority are becoming in-creasingly concerned about the heavy overheads of CAA airports, air traffic control, economic regula-tion and other activities which con-tribute little or nothing to air-
worthiness. Visits by senior CAA safety professionals to industry are now charged at up to £30 an hour, and the tendency of industry is to decline the personal contacts which, in the old ARB days, made the real contributions to safety. There is a strong feeling that the safety side should be "hived off" from, the CAA before morale and standards decline.

British Aerospace: the new order

ON nationalisation last April, British
Aerospace was ordered to present to
the government within six months a
new commercial organisation. This
was duly done during October, and on
January 1 the new dispositions took effect, as detailed here and overleaf. Those inclined to nostalgia will be sad to see the final disappearance of the names British Aircraft Corporation, Hawker Siddeley Aviation, Hawker Siddeley Dynamics and Scottish Avia-tion from official use in any part of British Aerospace, though customers can continue to contact broadly the same people and offices as before. Those keen on slick organisation will

be disturbed to note that the combina-tion of central control and maximum

decentralisation demanded by the government has led to complete boards appointed for th e Groups and for all the eight divisions. This re-organisation probably mark s the end of the long process of concentration begun with th e first aircraft-company mergers early in the 1960s.

The reorganisation is accompanied by the legal and commercial actions necessary to conduct business formally in the names of the new divisions and

groups. Subsidiary companies in Australia and th e USA (see story opposite) have already been re-formed

British Aerospace

to match the new organisation. Others can be expected to follow.

Main board
Chairman, Lord Beswick; deputy chair-man (marketing strategy), A. Green-wood; director of corporate strategy and planning, Sir Peter Fletcher; finan-cial director, B. E. Friend; technical director, J. T. Stamper. Board members, L. W. Buck (industrial relations policy), F. W. Page (chairman and chief execu-tive, Aircraft Group), E. G. Rubython (deputy chief executive, Aircraft Group). Part-time board members, D. O. Gladwin, Dr A. W. Pearce.

Group organisation charts and divisional
boards overleaf

Corporation Board

Chairman

. Secretary and
legal adviser

Corporate strategy
and planning

Deputy chairman |

Marketing
strategy

Industrial
relations

Chief executive
aircraft group

Deputy
chief executive
aircraft group

Weybridge-
Bristol
division

Group board
I

Scottish
division

Hatfield-
Chester
division

Kingston-
Brough
division

I

Warton
division

Aircraft Group

Manchester
division

Chief executive
dynamics group

"f-

Group board

Hatfield-
Lostock
division

Stevenage-
Bristol
division

Dynamic s Group